

## FERRYBOAT RAN INTO AN ELEVATOR.

The Central Lost Her Bearings in the Fog.

### PASSENGERS IN TERROR.

River Traffic All Congested Because of the Thick Mist.

### OUTGOING SHIPS DELAYED.

Crowds of Belated Passengers Thronged the Ferry Houses and Steamer Docks.

A fog of peculiar density hung over the city yesterday morning, and navigation of the lower bay and of the East and North Rivers was attended with great hazard. Shortly after 8 o'clock the ferry boat Central, of the Jersey Central line, was slowly feeling its way toward its slip at the foot of Liberty street. Owing to the fog and the swift tide it missed its way and struck the foot of the Pennsylvania Company. The captain, discovering his mistake, signalled to reverse and the big boat slowly backed out. At that moment the steam elevator boat New York, of the International Line, on its way from Atlantic Basin to Hoboken, appeared out of the fog, close at the Central's stern. Its whistle shrieked, as did also the many passengers, who thronged the Central's decks. A collision was inevitable, as the headway of neither boat could be checked, but several of the crew of the elevator boat swiftly threw over the edge of the vessel heavy fenders to break the shock.

The boats struck and the elevator careered dangerously, and was swung half around by the force of the impact, while three of its crew clambered over the rail to the deck of the Central, thinking their own craft sinking. In a few moments, however, the elevator righted itself, and steamed slowly into the Red Line slip. The ferry boat was not damaged, nor was there any one injured on either boat. Examination showed that even the elevator had sustained but slight injury, and it proceeded on its way up the river.

So dense was the fog that the boats of the Erie and Pennsylvania lines ran for several hours on twenty-minute instead of the usual ten-minute time, while some of the Hoboken boats were delayed from half to three-quarters of an hour. The pilots of the Catharine street boats were also especially troubled by the fog. All ferry boats on the East and North Rivers, were run at half speed, and ferry houses were crowded with vehicles and delayed passengers.

At 9 o'clock the marine observer reported that the fog was so thick that the vessels in the channel could not be seen. Several out-bound steamships were compelled to defer their departure until morning vessels anchored in the lower bay. Sound steamers were hours late in arriving.

### SOUND STEAMERS COLLIDE.

Mohawk and Mohegan Crashed Together Near New London.

The Mohawk and the Mohegan, two immense Sound steamers, crashed together just outside of New London, Conn., about 11 o'clock Tuesday night. A dense fog had hung over the place all day, and as night wore on it became thicker and thicker. The boats, twin iron-hulled screw propellers, in the service of the Central Vermont Railroad, were heavily laden with freight and were in deep water, just outside the harbor. The Mohawk was on her way to New London with the Mohegan had just started for New York. Neither saw the other's light until it was too late. Captain Beckwith, of the Mohegan, whistled twice to the Mohawk, but his signals were obviously not heard, for the next instant the two boats collided and the Mohegan was very badly damaged. She was struck on the starboard side about one hundred feet from the bow, and the two boats were torn apart. The Mohawk struck with her bow on. She was enabled to return to the harbor yesterday. Captain Beckwith said that the harbor was full of Sound boats and that nearly all were blowing confusing whistles. He recalled it as being a very dark night, and his crew of twenty escaped unhurt. The Mohawk returned to her pier in New London. About one month ago the Mohegan and the Mohawk collided in the same waters, and narrowly escaped wrecking.

### BEST USE FOR CLOTHING.

The Journal Will See That It Is Distributed Among the Worthy Poor of New York City.

Dresses and skirts for women and children of all ages, from the tot in its mother's arms to the poor old lonely woman; clothing and shoes for men and boys—thousands of such articles can be judiciously distributed among the deserving poor that through the Journal Relief Bureau at No. 484 Grand street from 6 o'clock in the morning until late at night. The bureau is so organized that the appeals are so palatable that the Journal again asks the charitable public to assist these deserving persons by sending contributions of wearing apparel to the branch offices of the Journal or to the relief station. The public has heretofore been generous in its response. Through thousands of the needy have been supplied with garments and shoes, there are thousands of others, equally worthy, who are unemployed and in need. And the distress is not centralized in the East Side; it extends from the Brooklyn Bridge to Harlem.

Contributions of clothing and shoes should be sent to the Journal's relief depot, No. 484 Grand street, or to any of the following addresses:

Harlem—No. 150 East One Hundred and Twenty-fifth street.  
Madison Square—No. 1122 Broadway.  
Brooklyn—No. 350 Fulton street.

### Sweeping Suit Instituted.

Chicago, March 10.—Angus W. Webster, of Philadelphia, through his attorneys, Renshaw & Mott, filed a bill in the United States Circuit Court yesterday against the American Brewing Company, the Chicago Title & Trust Company, the American Brewing, Malt & Brew Company, George W. Weiss and Martha B. Weiss, as trustees, to compel a surrender of all its assets to the Chicago Title & Trust Company, as trustee, and to compel the American Brewing Company, and the personal defendants are enjoined from disposing of the same. A writ is asked for the American Brewing Company.

### A NEW PRODUCTION.

The Incubator Baby, not a new subject, but newly handled and explained. An article that will interest every mother, or child who owns a doll. In the American Woman's Home Journal.

## MARTINELLI IN DANGER.

Papal Delegate Threatened by New Orleans Mafia. Concerning Italian Immigrants.

Washington, March 10.—Mgr. Martinelli has stirred up a hornet's nest during his visit to New Orleans. In an interview he made a severe attack on the Italian immigrants to America, charging that, with a few exceptions, they were not typical of Italy, but came from the criminal classes and represented neither the middle class nor the industrious poor.

The morning after this interview was published Mgr. Martinelli said mass in the Church of St. Anthony of Padua, the largest Italian church in New Orleans, and located in the Italian quarter. After the service he was informed that a delegation from the congregation wished to wait on him in the sacristy. This delegation proved to be composed mainly of prominent mafias and they brought a copy of the paper and demanded that the delegate immediately retract his statements against the Italian immigrants. Mgr. Martinelli promptly refused to comply with this request, and answered that he had spoken advisedly, and had nothing to retract.

The committee then became so violent and so abusive that they had to be precipitated from the church, followed by a wildly gesticulating mob howling with rage. The Italian residents were in such a state of excitement that the local clergy prevailed on Mgr. Martinelli to modify his statement in a second interview. This he did very unwillingly.

The Archbishop of New Orleans felt profoundly mortified by the occurrence. So was the respect of the mafias that they openly threatened the life of the delegate, and were so daring and insolent that Archbishop Janssens advised Mgr. Martinelli to leave New Orleans immediately.

### TRACTION CO.'S DESIGNS.

Arguments Before the Railroad Commission on the Change of Motive Power on Some Lines.

The hearing on the application of the Metropolitan Traction Company for permission to substitute the underground trolley for the motive power now in use on many of its lines, was resumed by the State Railroad Commission, sitting in the rooms of the Chamber of Commerce, yesterday. William C. Whitney, Henry N. Robinson and John M. Scribner appeared for the company, while opposing it was W. H. Page, Jr., of the firm of Hooley, Lauterbach & Johnson, who acts in the interest of the Third Avenue Railroad. For the property-holders among the proprietors of the Hotel San Remo and the Hotel Majestic, George Hill and David Leventritt were present. William F. Sheehan, formerly Lieutenant-Governor, was present at one stage of the hearing.

Mr. Page said the Sixth, Eighth and Ninth avenue railroads were trespassers on the streets, as they had lost their corporate rights because of inaction. Neither of these companies, he contended, had any rights north of Fifty-ninth street, as these portions of their grants had been sold. Any effort was made to construct the northern portions. It was proposed to operate the change of motive power system, he argued, through Lenox avenue, which was a portion of the railroad which the Sixth Avenue Company had built without any shadow of right, and without any attempt at compliance with the law, which requires that the franchise should have been sold at auction.

Mr. Page also said that in the case of the Sixth and Eighth avenue companies the city had a reserved right, under the written agreements by which these grants were made, to demand a repurchase to itself of these railroads upon payment of the original cost of construction, with 10 per cent added; that this was a most valuable bargain for the city, and that to allow the Metropolitan company to change the motive power without the permission of the city would be to change the character of the roads which the city had the right to buy back, and would deprive the city of the enormous profit which would result from exercising its option to compel a repurchase of these railroad properties. Again, as the franchises for both the Sixth and Eighth avenue companies were granted under an express agreement with the city that no power other than horse-power south of Forty-second and Fifty-ninth streets respectively should be used, it would be unconstitutional to violate this contract.

Mr. Whitney said the city had got the consent of the city to make the change, and if we can't get the consent of the board we won't make the change. We are prepared to spend five or six million dollars, and to build two parallel lines near the back of the island, to try and have the trolley run on the island. The property owners are clamoring for the change. The Eighth avenue property owners want us to come down their avenue and not stop at Fifty-ninth street. We have no question in my mind but that we shall go down Eighth avenue.

We offered some time ago a reward of \$100,000 for the purpose of stimulating interest in connection with motive power for surface railroads. We have secured now in the face of almost insuperable difficulties what is considered the best method available, and we desire to give the public the benefit of it and improve the city on street railways, and we are met on every side by a host of preposterous objections.

The hearing was adjourned until this morning.

### WALTER BISANT

writes why single women should have a marriage bureau. This is something to make people think! In Sunday's Journal.

### TWO WORSHIPPERS HAVE FITS.

Create Consternation and Excitement in St. Paul's Catholic Church.

While Father John McQuirk was holding service in St. Paul's Catholic Church, One Hundred and Seventeenth street and Park avenue, last night, two men in the pews were seized with fits. There was considerable excitement.

First Michael Shanley, twenty-three years old, of No. 250 East One Hundred and Twenty-fifth street, while the congregation was bowed in prayer, broke out in hysterical shrieks. Then there was another commotion.

Frederick Nichols, twenty-two years old, of No. 221 East One Hundred and Twentieth street, began writhing in his pew.

Shanley was taken to the Harlem Hospital, while Nichols was taken home by his brother.

### Defunct Troy Bank Pays in Full.

Troy, March 10.—The National Bank of this city, which has been in charge of Bank Examiner Graham for several months, paid its depositors to-day. There were more than eight hundred depositors whose claims amounted to about \$250,000. The claimants were paid in full, with interest on interest accounts. The stockholders will receive about 75 per cent.

### New York City Bills.

Albany, March 10.—The following bills affecting New York City were passed yesterday: In the Senate—Mr. Tweed's bill authorizing the audit and allowance of the claim of Francis J. Lynch, who was killed by the city in the East River. In the Assembly—Mr. Mathewson's bill authorizing New York City to acquire land in the Twenty-fourth ward to be used as a public bath, and Mr. Flinn's, providing for the establishment of a public bath at the foot of Canal street, New York City.

The following bills affecting New York City were introduced in the Assembly to-day: By Mr. Austin—Authorizing the New York City Department of Parks to expend an additional \$250,000 in park improvements. By Mr. Austin—Appropriating \$500,000 to provide for the laying of additional water mains and the erection of additional pumping machines so that water may be delivered at higher levels in New York City.

By Mr. Mathewson—Authorizing New York City to issue bonds for \$500,000 for the erection of stables and workshops for the city use.

By Mr. Mathewson—Providing for the city acquisition of land for a public place at One Hundred and Sixty-first street and Courtlandt avenue.

## NEPHEW DODGES HIS AUNT'S BULLETS

Mrs. Bernard Reilly Fires Four Times at Peter Reilly.

### CALLED AT HIS SALOON.

No Reason Given, Except That the Woman Suddenly Became Insane.

### SEVEN POLICEMEN SUBDUE HER.

After Her Arrest She Fied Up a Hydrant and Flooded Her Cell in Yorkville Prison—Husband Lets Her Stay There.

Mrs. Bridge Reilly, a robust woman of thirty-five years, created a great stir in the neighborhood of Seventy-fourth street and



Ferryboat Central Colliding with a Floating Elevator.

The dense fog on the river yesterday was responsible for a collision between the ferryboat Central, of the Jersey Central Railroad, and a floating grain elevator. There were many passengers on the ferryboat at the time and most of them were in a state of panic as the vessels came together. The ferryboat was not under full steam and escaped serious damage.

Second avenue yesterday afternoon, firing four shots from a revolver at her nephew, Peter Reilly, who keeps a saloon at No. 1420 Second avenue, in partnership with Patrick Keegan. She was arrested by Detective Keating, of the East Sixty-seventh Street Station, and was held in Yorkville Court in \$2,000 bail for examination this morning. She was also fined \$10 for carrying concealed weapons.

Mrs. Reilly is the wife of Bernard Reilly, who keeps a saloon at Ninety-eighth street and Lexington avenue. He says his wife is suffering from a mental derangement, and this view is also taken by the nephew, who is averse to making a complaint against her. It took seven policemen to take her from the court to the women's prison, and after she was locked up she flooded the cell by prying the hydrant from the floor with a piece of board.

Bernard Reilly has been the friend of the nephew, Peter, ever since the latter came from Ireland to this city seven years ago. He set the young man up in business in Second avenue, and extended to him the freedom of his home. Young Reilly slept at the house of his uncle on Tuesday night and again last night. He was on the best of terms with his aunt, according to the testimony of members of the family.

For some time Mrs. Reilly has been complaining of pains in her head, and at times has been rather flighty in her manner, but it was not thought she was dangerous. After preparing her husband's breakfast at noon yesterday she made her way to her nephew's saloon, and entered the back room. On the way she bought a revolver, fully loaded. She sent for her nephew, who was in the saloon, and he went back to see her. What happened there he will not say, but in a few moments the men in the saloon heard the sound of four pistol shots, and Mrs. Reilly left the place carrying a smoking revolver in her hand.

Detective Keating, who was standing at the corner of Seventy-fourth street, arrested the woman and took her to the station without any trouble. When he arrested her in court the Magistrate ordered him to bring witnesses and he went back after Keegan, who was behind the bar, he claims, when the shooting took place. Two men who were in the saloon were also taken to court. All claimed to know practically nothing about it and Reilly disappeared after the occurrence.

Peter called upon his uncle later and told him the story. Bernard Reilly went to the station with the intention of securing bail for his wife, but when he heard that she was violent he decided to allow her to remain until to-day, when the matter will be cleared up and, if necessary, the woman will be committed for examination as to her sanity. A close watch was kept over her.

There is an atmosphere of mystery surrounding the affair which is only partially cleared up by the statement that the woman is insane. Both Reillys declare that she had no reason to attempt her nephew's life, and the young man insists she did not shoot at him direct, but poured bullets around the room in a promiscuous manner.

### Chicago and Back

By Rail, three days.

By Telephone,

Five Minutes.

Why go by rail?

W. & J. SLOANE,

BROADWAY, 18th and 19th Sts.

## FOUR LIVES LOST IN A TRAIN WRECK.

### Chicago Express Goes Through a Trestle Near Hazelton, Ind.

### ACCIDENT WAS AT NIGHT.

Conductor and Engineer and Two Sleeping Passengers Killed Outright.

### ROADBED WAS WASHED OUT.

Trains Had Not Been Running for Two Days—Occupants of Sleeper Have a Narrow Escape.

Indianapolis, Ind., March 10.—The Chicago express train on the Evansville & Terre Haute Railroad went through a

British bark Veronica has seven feet of live rope among its bales of hemp.

Somewhere among the bales of hemp and the stone ballast in the hold of the British bark Veronica, which arrived here from the Philippine Islands a few days ago, there lurks a big black snake.

And until that big black snake is either scorched or killed there is no longshoreman within hall of the docks who will venture into the Veronica's depths to continue the work of unloading her.

Captain Eagles is authority for the statement that the reptile is seven feet long. He is in a painful quandary about the problem of unloading his vessel. He thinks this snake is either a boa constrictor or an anaconda.

Captain Eagles is also anxious to obtain data about the growth of snakes. His voyage from Manila occupied 120 days, and he is inclined to believe that the passenger in the hold came aboard as a mere baby snake, cradled in a bale of hemp and arrived at its respectable length of seven feet en voyage.

However that may be, the stevedores who were the first to see the reptile as it lay coiled in the place from which he had just shifted a bale, uttered a howl of dismay.

The rest of the stevedore gang caught a glimpse of it before it disappeared, and Captain Eagles says that those men swarmed out of the hold more nimbly than

## AT WANAMAKER'S IMPORTANT NEWS TO-DAY

Ready for first view this morning: A delightful little advance lot of Paris Garments. They represent the highest skill of the greatest designers of women's dress. Only one piece of a kind. To describe them would require for each a half column of fashion news.

Among them an exquisite *Sortie de Bal* of chiffon over silk, a delightful Bolero of black chiffon, an officers' white cloth Mess Coat, and a Jacket according to the uniform of the Chasseurs d'Afrique, also of white cloth, that show how the military thought is to lead this season. A few in a Broadway window, a few more upstairs. A few? But enough to make many a costume notorious for "style."

China Tableware—another flurry. Several lots of Charles Field Haviland's Limoges China Dinnerware get a large price reduction to-day. Repeated operations in the cutting down of Haviland's China prices makes trouble for Havilands—but we cannot prevent that.

Our business to sell the best goods just as cheaply as possible. Not yours to reason why. Only yours to make the most of the passing chance, and a good one it is—may not come your way again.

The decorations happen to touch upon the current popular tints—purple, violet, heliotrope. And the designs are not transferred prints, they are hand work.

Haviland China, 124 pieces, flower decoration, gold on handles, 3 styles, \$13.50 from \$25.  
Haviland China, 124 pieces, purple flower decorations and gold, \$37.50 from \$55.

Also decorated Porcelain Dinner Sets at prices that give a premium to economy.

English Porcelain, 100 pieces, flower decoration and gold on handles, \$6 from \$8.50.  
American Porcelain, 100 pieces, pink flower decoration and gold lined, \$7.50 from \$10.

American Porcelain, green flower decoration and gold, 100 pieces, \$7.50 from \$10.  
It is handy to sort up a partially broken Dinner Set to make a Harlequin set with different patterns for different courses. For such the following ought to have great attraction:

Dinner Plates, full size, 81 doz., from \$2.55.  
Breakfast Plates, 92 doz., from \$2.20.  
Tea Plates, 80 doz., from \$1.90.  
Soup Plates, 54 doz., from \$2.20.  
Meat Dishes, 15c each, from 35c.  
Meat Dishes, 80c each, from \$1.90.

Table Glass Bargains—Cognate to the thrifty: Water Bottles, 25c, from 60c.  
Bowls, 15c, from 35c.  
Oval Jelly Dishes, 7c, 10c and 12c, from 15c, 20c and 25c.  
Spoon Trays, 5c from 15c.

DRESS SILK BARGAINS. Three nationalities contribute—French, Chinese, Japanese. They compete in cheapness—real cheapness, the sort that saves. Cheap often means common. We don't use the word in that sense. Cheap means economical here, and always will. Each line of the following describes an actual, real, reliable bargain.

Rich white Foulards, very strong, printed with various colored dots and discs, 27 in. wide, yesterday \$1—to-day 70c a yd.  
Rich printed Shanghai Silks, colored and black grounds, in a variety of designs. Yesterday 40c—to-day 30c a yd.  
Japanese Silks, an assortment of colors: 14 colors, 20 in. wide. Yesterday 25c—to-day 15c.  
18 colors, 23 in. wide. Yesterday 35c—to-day 20c.  
38 colors, 27 in. wide. Yesterday 50c—to-day 25c.

### The Rotunda.

### SPRING DRESS GOODS

Our statements concerning our Dress Goods stock are neither boastful nor extravagant. If we expect to continue business with you for any length of time we must be accurate in all we print. Truthfulness is not only right but politic.

Our collection of Novelty Dress Goods, carefully and patiently formed in Paris, is unsurpassed in any European or American retail store.

Tens of thousands of women want plainer styles. Critics tell us that our variety of Black Dress Goods is unapproachable.

In Covert Cloths alone we show two hundred distinct styles at many prices. All the ranges of stuffs in Cotton, Linen and Wool await you. Abundant completeness in everything you can ask for.

Fourth avenue.

### JOHN WANAMAKER

Successor to A. T. Stewart & Co., Broadway, 4th ave., 9th and 10th sts.

frightened passengers out of the smoker, which lay with one end in the water and the other leaning against the embankment. When the car went over nearly all the passengers in the car were hurled forward to the lower end, and the wonder is that more of them were not killed and injured. Herbert Allen and the unknown man were in the rear of the coach and fell its entire length against the forward end, terribly bruising them and causing almost instant death.

### The Engine Submerged.

The engine was buried entirely under the water and one-half of the baggage car was submerged, but it turned over on its side and the baggage man made his escape without injury.

The portion of the train that went over the embankment is still under water and the body of Engineer Boleman has not been recovered.

Conductor Sears was in the smoker when the accident occurred. William Henderson was cut about the head and body by being thrown against the seats, and brakeman Homerson suffered dangerous internal injuries.

### For More Railroad Commissioners.

Albany, March 10.—The Senate Railroad Committee has decided to report favorably Senator Brackett's bill reorganizing the State Board of Railroad Commissioners. The bill increases the number of commissioners from three to five and reduces their salary from \$2,000 to \$5,000 each.

### TOWNE ON BIMETALLISM.

Says England Must Not Be Reckoned on as an International Agreement.

The Charles A. Towne, of Minnesota, who will speak to-night at Carnegie Hall, on "The Theory and Practice of Bimetallism," is at the Harborthall.

He held an informal reception last night, and said, with reference to the international prospects of bimetallism: "If the accomplishment of international bimetallism is expected to occur with the co-operation of Great Britain, all hope of it may as well be abandoned."

"If those who call themselves bimetallists within the Republican party are not ready to attempt the solution of the problem in connection with Russia, Germany and France, or with some of the leading commercial nations exclusive of England, then they may as well stop right where they are."

### AT WANAMAKER'S

### IMPORTANT NEWS TO-DAY

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